

*Season's
Greetings*



Green Light

Published Monthly by the
Denver & Rio Grande Western Railroad
Vol. 32, No. 9 December, 1971



**The Warmest of Greetings and Best
Wishes for the Yuletide Season with Health
and Happiness for the Coming Year.**

R. B. Anderson
President



Rio Grande Pictorial

By Dell A. McCoy
and Russ Collman
216 Pages \$19.50

Just in time for the rail buffs Christmas is a book published by Sundance, Ltd., Denver, Colo., The Rio Grande Pictorial.

A brief history of the Rio Grande Railroad from 1871 to 1971 is contained in the Foreword to give the reader an opportunity to get acquainted with the railroad.

The book is divided into five sections: Denver to Colorado Springs and Pueblo; Pueblo to the Silver San Juans; Pueblo to Grand Junction and beyond; Salida to Gunnison and Montrose; and Denver to Northwest Colorado.

Many rare and one-of-a-kind, both standard and narrow gauge, steam and diesel, photos appear taken from the collections of David Digerness, Everett Degalyer, Jackson C. Thorne as well as those taken by Richard Kindig, Robert Richardson, Dell McCoy and others. There are reproductions of color paintings by Otto Kuhler and Dell McCoy. Over 250 photos are reproduced, many in full color, on glossy paper which is neatly bound.

This is a must for Rio Grande rail fans.

Copies may be obtained from Caboose Hobbies, 610 15th St., Denver, Colo. 80202 or from book stores handling railroad books.

Logging Along the Denver & Rio Grande

The story of the marriage between the railroad and the lumber industries in a small corner of the American West between 1880 and 1970 is contained in "Logging Along the Denver & Rio Grande" by Gordon Chappell and published by the Colorado Railroad Museum.

The Rio Grande is historically known for the mines it served in settling the mountains of the west. "Logging Along the Rio Grande" gives another insight into the role the railroad played in the Rocky Mountain region.

The tale follows certain lines of the narrow gauge D&RG Railroad and its various branch lines and subsidiaries which served the area along the Colorado-New Mexico border.

The use of wood was in great demand in this early period, not only for the railroad, but for the mining industry and for home development.

The author, Gordon Chappell, a historian in his own right, has put together a well-written, 190-page book with nearly 200 photos, maps, drawings and other illustrations. The cover jacket and frontpiece, Unloading Logs at El Vado, is a full-color reproduction of a noted railroad artist, Howard Fogg.

This would make a fine Christmas present for the man of the house who is interested in Rio Grande railroading.

Copies are available for \$8.50 at the Colorado Railroad Museum, P. O. Box 641, Golden, Colo. 80401, or at Caboose Hobbies, 610 15th St., Denver, Colo. 80202.

On the Cover

Winter comes early in the high country as the Maroon Bells, located south of Aspen, don their mantle of snow. In the meadow the fall flowers retain their blooms before submitting to the wintry blasts.

Green Light

December, 1971
Vol. 32 No. 9

D. J. Davidson, Editor

Member

Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Correspondents

Manford Bauer, Jack Barry, Walter Brooks, Frank Burch, Mary Cassidy, Jim Chavies, Amos Cordova, Phyllis Cowley, Herman Creagar, Charles Cutforth, Anne Darling, Bill Easley, Almeda Flint, Guida Fonda, Russell Frazier, Jeanne Gustafson, Robert Hulstrom, H. O. Hunger, Kenneth Jacobsen, Lee Jordan, Fred Krauth, Domenic Julliano, Jim Kennedy, Jack McCaffrey, Ralph Mitchell, Bill Moeller, Helen Pelta, R. R. Rackele, Elmer Schaefer, Irene Stevenson, Bessie Strange, Betty Tidball, Foyle Troxel, J. P. Walsh, Fae Woodward, Bob Wright, and Agent 4091.

Published Monthly by the
Denver & Rio Grande
Western Railroad

Three R's - Rubber - Rails - Reliability

The three R's on the railroad are the work equipment vehicles with rubber tires for highway use and steel dolly wheels for running on rails.

Years gone by all work equipment could only be run on rails. Where train density was heavy, it was necessary to remove the equipment quite frequently from the rails at specific points made for that purpose.

Adding dolly wheels front and back to highway vehicles made the work equipment more versatile. Crews could travel by highway to the work site and if necessary could continue on by rail by lowering the dolly wheels at any railroad crossing. This procedure speeded up the

travel time to and from the work area and made working conditions more convenient.

Tires on such vehicles do not use the full tread while on rails. Manufacturers of tires are interested in developing tires more suitable for railroad purposes that are to be used in this dual role.

To aid in their research, Goodyear Tire & Rubber Co. sent Bob Stamm and Art Joy to the Rio Grande to photograph and get some first-hand information on their rubber-tired vehicles. This was one of the railroads the Goodyear Company had selected for this information.

A few of Rio Grande's vehicles of this type are shown in the accompanying photos.



A CLEAR VIEW of the track and roadway is obtained by the use of mobil units while running on rails. (Joy Photo)



W. J. "JUNE" GILL, roadmaster at Denver, stops for a chat with a signal crew while making an inspection by rail. (Art Joy Photo)



A HEAVY DUTY CRANE equipped with the dual type wheels can travel by highway to the work site.



DUAL TYPE WHEELS on work equipment are used extensively in Rio Grande's rail relaying and improvement program.



A PNEUMATRACTOR is used in Rio Grande's rail relaying program. (Joy Photo)



JUNE GILL is raising the dolly wheels after completing the inspection and will return to Denver by highway. (Joy Photo)

TV's Pigskin Follies has Captive Audience

(For the armchair quarterback and the little woman of the house who thinks football games on TV are nothing more than Pigskin Follies, the following copy and photos supplied by Ampex Corp. may help for a better understanding of the game.—Ed.)

INSTANT REPLAY—HOW IT WORKS

One of television's most popular features (at least among football fans) is "instant replay." Indeed, many an armchair quarterback has found live games disappointing without the opportunity to see plays over again from several angles.

Since its introduction some four seasons ago, "instant replay" has become part of the language. Books, records, children's games, even soft drinks have appeared bearing the name.

Though most people know what it is, not many could tell you how it is done. Here, courtesy of Ampex Corporation, which invented video recording and the specialized instant replay machines, are the facts.

In the early 1960's, instant replays were attempted with videotape recorders, which record television programs on large reels of magnetic tape for immediate or later broadcasting. (Most of the shows we see on television are aired from such recorders.) But there were two problems: tape takes time to rewind and locate the start of the play, more time than is available between plays and commercials. In addition, studio videotape recorders are not capable of slow motion or stop action playback.

To solve the problems, Ampex in 1967 developed a special video recorder that uses two shiny aluminum disks, coated with various alloys of tin, nickel, cobalt and rhodium, instead of tape.

The disk recorders can record only 30 seconds of television at a time, compared with an hour for a reel of tape. But they can locate the start of a play in less than four seconds and provide immediate playback in normal or slow motion or freeze the action at any point. Since no football play lasts longer than 30 seconds, the 16-inch disks work out fine.

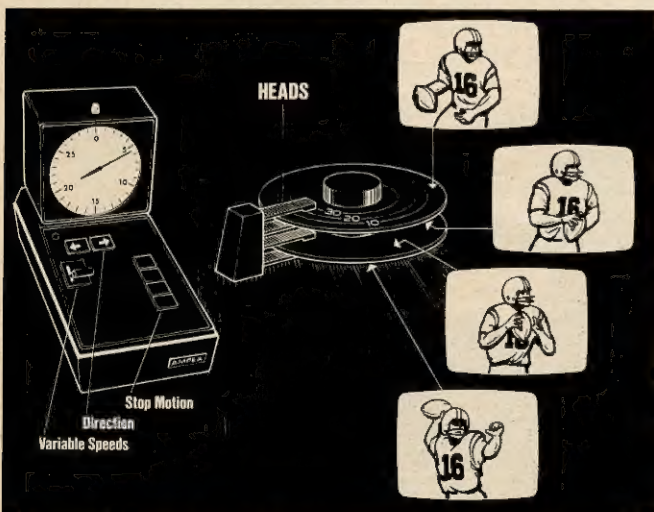
Each instant replay machine costs \$100,000, and more than 100 have been bought by networks and television stations, almost exclusively for sports instant replay,



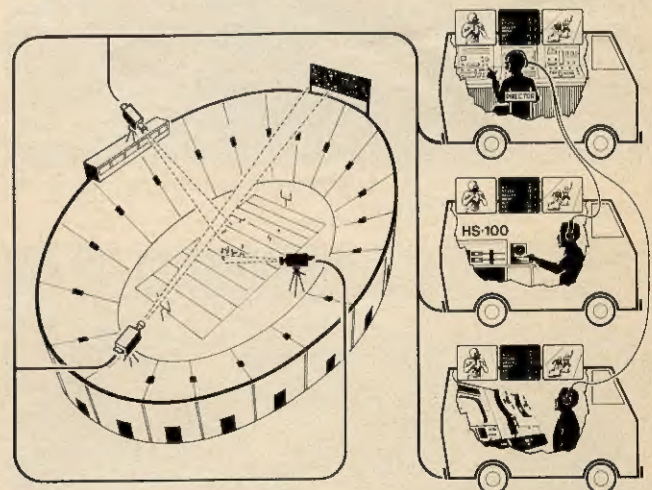
THE MODEL'S FACE is reflected in the highly polished metal disk used to record color television pictures.

though some versions are used for editing fast-paced shows like Laugh-In.

In an important game, as many as three instant replay machines are used. Each is capable of recording the action from one of up to eight cameras located in different parts of the stadium. The cameras beam live pictures into a bank of television monitors in a van parked outside the stadium. From these eight sources, a director in the van



THE TWO DISKS in the Ampex system record up to 30 seconds of programming using both surfaces of each disk in sequence as indicated by the animation.



EACH OF SEVERAL CAMERAS used to cover a televised football game is linked to television equipment vans. In the director's van (top), decisions are made regarding the camera output to place on the air and which segments of action are to be recorded on "instant replay" (middle van). Any game may be broadcast live or recorded on video tape (bottom van) for later transmission.

ASTRO Recommends Railroad's Modernization Solutions

In freight transportation, getting there is an absolute necessity. Adequate Transportation is needed to get goods and materials to the places where needed. Without efficient transportation—a total system capable of doing all parts of the total job at the lowest cost—the price of everything we use, wear or eat would be affected. Out of every dollar spent, 20 cents goes for transportation. If we consider just freight transportation, 10 cents of every dollar is spent.

The backing given by the American transportation industry to the Surface Transportation Act of 1971 represents something remarkable—a united front made up of the railroads, trucks and barge lines to work for a common goal. The three modes have set aside individual wants and desires, and for the first time are working together for popular and congressional understanding and support.

America's Sound Transportation Organization (ASTRO) recommended solutions in modernization and expansion in the railroad industry. A number of these so-

lutions have been incorporated in a bill introduced by Senator Vance Hartke, Indiana, and Representative Brock Adams, Washington State. It is called the Surface Transportation Act of 1971—S. 2362 in the Senate, and H. R. 10146 in the House.

The Hartke-Adams Bill is designed to help insure the survival and improvement of all major surface transportation modes. It contains six titles effecting various aspects of the transportation crisis, which in condensed form are:

1. To assist regulated surface carriers in acquiring, constructing or maintaining facilities and equipment used for transportation.
2. To assure surface carriers a reasonable opportunity to earn reasonable profits and thus generate private capital for future improvements and expansion.
3. Require rates for dry bulk shipments by water carriers to be made public; extend regulations of for-hire truck transportation to livestock and certain agricultural produce and expedite abandonment for non-profit rail facilities.
4. States would be required to use at least five per cent of all federal highway funds for grade crossing improvements, whether or not such projects are located on a federal-aid highway system.
5. Encourage investment in the modernization and improvement of surface transportation industries by restoring the investment tax credit and expanding five-year amortizing of rolling stock to all surface modes.
6. Make the Interstate Commerce Commission independent of the Office of Management and Budget by giving it the budgetary status of other independent agencies such as the General Accounting Office.

This bill will not solve all the problems of the railroad industry, but it is an important step toward solving the urgent problems affecting America's surface transportation.

Piqskin Follies

(Continued from preceding page)



AN ABC ENGINEER prepares to show an "instant replay" of a segment of exciting football action during a recent college game.

chooses what goes on the air. He can talk by telephone with the cameramen, the instant replay recorder operators and the technical director, who pushes the buttons that select which camera view is to be aired.

With a word from the director, the instant replay operator can re-show a long run, touchdown pass or close-up line action at normal speed, slow motion or stop action. He can, however, record from only one pre-selected camera at a time.

So, if the cameras feeding two instant replay recorders are close-up on the flanker and the fullback, and the play is a short pass to the tight end, you may not see a close-up instant replay.

Like the defensive captain, the television director tries to anticipate what kind of play is coming up. Experienced directors, with several disk recorders at their disposal, have high instant replay completion percentages. But they sometimes guess wrong. A quarterback who can't fool a TV director now and then isn't going to be on television very often anyway.

Green Light

First Train Plaque Dedicated



MAYOR T. EUGENE McCLEARY of Colorado Springs unveiled a plaque at the Rio Grande Depot on Tuesday, October 26, marking the arrival of the first Denver and Rio Grande passenger train to that city in 1871. Several persons wore old-time costumes for the pre-Centennial event. (Photo by Stanley L. Payne, Colorado Springs Gazette-Telegraph)

Page Five

R G Air Pak Cars Have Shipper Advantages

Keebler Company, maker of cookies and crackers as well as a supplier of Pop Tarts for the Kellogg Co., is located near Rio Grande's North Yard at Denver.

Recently Keebler shipped a carload of their products in one of Rio Grande's new cars equipped with Air Pak bulkheads. The advantage of the Air Pak bulkheads is that it squeezes slack for unequal load control and prevents damage from shifting loads.

The Air Pak bulkhead moves freely on integral tracks to accommodate loading of freight. The movable bulkhead has two outer panels which maintain pressure against the load pneumatically. There is one for each end of the car. Once the load is in place, the bulkhead is positioned against the load and locked in place, air bags between the two panels are inflated to 5.5 p.s.i. pressure on the cargo.

Actual loading time for the car was 45 minutes for each end. Normal time requires about three hours in a regular freight car. J. L. Burt, shipping manager for Keebler, was very pleased with this type of car and its possibilities. It was further revealed the load was in excellent condition when it reached its destination.

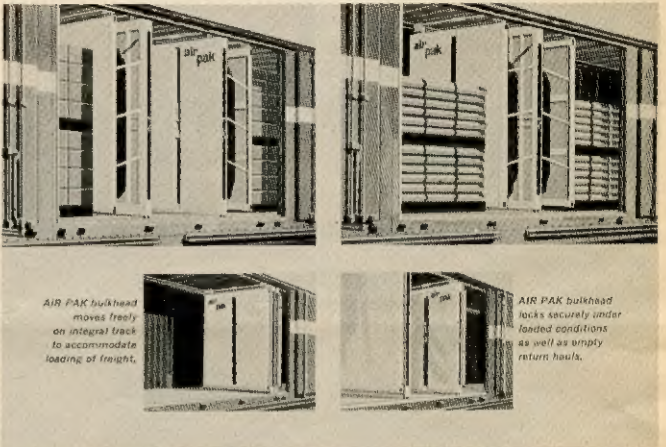
Keebler serves the Rocky Mountain region from Montana and the Dakotas to Texas and Arizona.



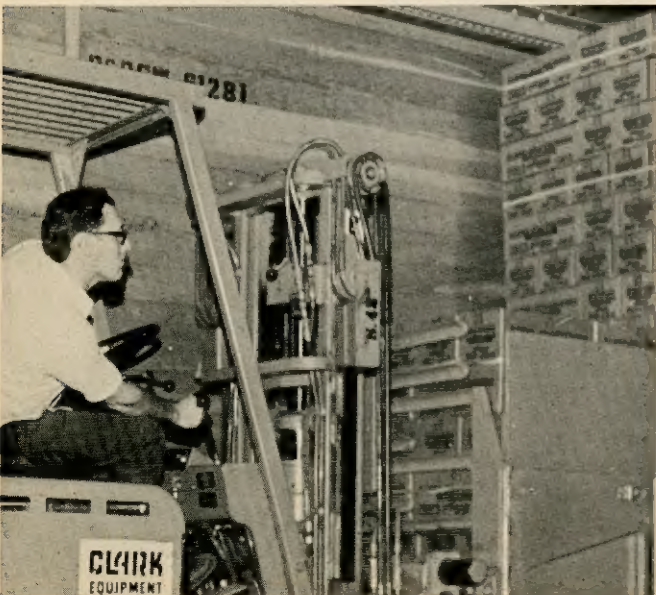
KEEBLER COMPANY, makers of delicious cookies, crackers, etc., are located near Rio Grande's North Yard.



OBSERVING THE LOADING of the car with J. L. Burt, shipping manager for Keebler, in white shirt, from the Rio Grande are Al Ejfeldsted, district representative, left; Don Odwalt, regional manager; and Larry Parsons, assistant manager equipment research.



CUTAWAY VIEW of the Air Pak car shows bulkheads in their various positions.



ONE OF KEEBLER'S EMPLOYEES is loading the Air Pak car at their plant in North Denver.



FROM THE CENTER OF THE CAR, the boxes of Pop Tarts, baked for Kellogg's, will be held in position by pressure applied by the Air Pak's bulkheads. Shipments arrive in perfect condition with this method of shipping.

Rail CHATTER on the Grande

Ogden

By Frank Burch

Now that the hunting season is almost over, we hear some tall tales of the big ones that got away. Jimmy Hunt, clerk, is still getting his share of ducks and geese by going out in his air boat.

W. O. "Toots" Furniss and wife, Phyllis, are spending the Christmas Holidays with their daughter and son-in-law in Baltimore.

Sporting new cars are Don Woodin who has decorated the parking lot with a GM fully equipped Blazer. Harry Stone is having a ball driving his new four-wheel-drive pickup. He claims he has not been able to get stuck on the hills hereabouts. Ed Anderson, agent, said if he should get stuck, he would be glad to pull him out with his Volkswagen. Not to be outdone, Ken Myers is the proud owner of a new Buick.

The Ogden Vets Club will hold their annual Christmas dinner and dance party on December 27. Employees should make their reservations early with W. O. Furniss, Blaine Glanville or Frank Burch. Let's all attend and have a merry time.

Salida Comments

By Maribee*

Thanksgiving Day provided an opportunity for most of the railroaders to spend the day with their families. Some enjoyed a short trip to visit relatives, while others had visits from relatives.

Chester Chambers, Pueblo conductor, was in for a surprise when he and his wife journeyed to Colorado Springs for Thanksgiving dinner with their son and family. The surprise: Chester's grandson is going to get married—he says. On a previous trip the grandson had changed his future career from a railroader to a cowboy. He is only five years of age. Just having started kindergarten, the little lad fell in love with one of his pretty classmates, and since he knows what he wants, he told grandpa about the forthcoming marriage.

Enjoying a visit from his daughter and family from Salt Lake over Thanksgiving was John Martinez, roadmaster, and wife. John was transferred to Salida a few months ago. Two grandsons, ages 9 months and a year and a half, added to the visit. John is the father of three daughters with another married daughter living at Las Vegas, Nevada. The bachelor girl of the family remained in the family home at Sandy, Utah. Not long ago John got a surprise, too. He called Las Vegas to talk to his daughter there, and his daughter from Sandy answered the phone. She had been called to Las Vegas to make a recording. Guitar playing and singing to her own accompaniment are her accomplishments for which she is highly rated.

Togetherness was the Thanksgiving picture for Mel Fessler, telegrapher, and his wife. With their children in far away parts, they enjoyed a half turkey. Mel's surprise was that it is possible to buy a turkey split in half. Ask him which half of the turkey is severed; he has a hard time explaining.

Now that he has retired, Charles Wildt is looking for a home in Salida.

L. T. Clark, agent, returned to work Thanksgiving Day following three days off for a sad occasion. His brother, William

Green Light

Orville, 77, of La Veta, passed away at Denver on November 20. He had been in Veterans' Hospital for several weeks following a stroke. He was recuperating in a nursing home when he died unexpectedly. Orville, as he was best known, was born in Fish Springs, Tennessee, and moved to La Veta with his parents as a child. In 1909 he began working for the Rio Grande. He was a veteran of World War I and a life member of Cucharas VFW Post 2643.

Robert Sutherland, relief operator at Salida, was agent during Clark's absence.

Robert Steven Ochs, one of the new brakemen on the Salida board, ended his bachelorhood in October when he changed the name of Patsy Anne Myers.

SMS Raymond Skufka spent a 30-day leave with his parents, the John Skufkas, Pueblo carman, whose home is in Salida. Raymond has been in service two and one-half years and is stationed at Pearl Harbor.

Looking well, but saying he is under treatment for respiratory ailments, is retired engineer Neal Kline. Their granddaughter, Judy Redman of Pueblo, underwent major surgery during November. Wife of retired roundhouse foreman, Mrs. Frank Rout, underwent successful eye surgery in Pueblo this past month.

An enjoyable visit was spent with Mr. and Mrs. Keith Doggett of Garden Grove, California, who dropped in to say hello during his Salida visit. Doggett was employed as a special agent for the Rio Grande before moving to California.

*Mary B. Cassidy

Provo

By R. R. Rackele

Congratulations to Orville Swanson who achieved the Second Miler award for his active part in the Boy Scouts of America. He is also the institutional representative of the Springville Presbyterian Church. Orville has been cub master, assistant scout master and institutional representative over the past years.

Condolences to the R. C. Lewis family. Rupert's mother passed away.

Evan Johnson took time off to vacation with his family. The Neal Thorpes drove to Texas with their daughter and family.

Condolences to the Bernell Sturgis family on the loss of Bernell's brother; to the Bob Pace family on the death of a relative, Elmer Long. Bob's mother is in the hospital and wish her a speedy recovery.

Edna Gardner, Past Worthy Matron of the Valley Chapter No. 3, Eastern Star, installed the new officers for 1972.

Howard McFarlane, Sigurd agent, and wife drove to Salt Lake City. Bob Brown, agent, is recuperating from surgery.

Vern Rodebeck, section foreman, vacationed during the Thanksgiving holiday.

Best wishes to Wayne Thomas, signalman, who retired due to ill health.

A Note of Thanks

Mrs. Elizabeth Harvey, who retired as manager of the Denver Rio Grande Credit Union October 29, would like to take this means of thanking all those who so generously contributed to her retirement gift. She would also like to thank all who sent cards and flowers during her illness.

Burnham Notes

Diesel Shop

By Elmer Schaefer

James A. Frame, son of the John Frames, has returned from Vietnam where he was with a helicopter unit and earned the Bronze Star Air Medal, Army Commanders Medal and Combat Infantry Badge.

Sympathy is extended to the Joe Peters family on the loss of Joe. He had 15 years' service at North Yard. Condolences to the family of Elmer Sor in the loss of Elmer. He served many years as a federal inspector in the days of steam locomotives.

Nick Domenico and Bill Stallins vacationed in the blue grass country of Kentucky and visited Abe Lincoln's cabin. The Glen McGahas toured Texas and crossed the border to Ciudad Juarez where they had a thrill ride in one of the taxis that will be long remembered.

The Harry F. Owens celebrated their Silver Wedding Anniversary with a dinner-dance. The crowning event of the evening was when Harry presented a diamond ring to his wife.

The Mark E. Edwards are the proud owners of a new deluxe Chevy four-wheel Blazer. He plans to travel over yon mountains and rivers.

Sympathy is extended to the family of Richard Elston on the death of his mother.

A speedy recovery is wished for Nathan Jones, Dean Allan and Ray Burks who have been on the sick list.

Recent visitors were Bob Carter, Louis Mudra, Adam Ross, Jimmy Breuch, Lee Ellsworth, Tommy Laundner, Jack Jesson, Joe Kastner and Bill Griffin.

Joe Kastner takes the prizes for the largest fish caught so far this season when he fished the whoppers out of the lakes in Oklahoma and Texas.

An outdoor hobby of mountain climbing will be enjoyed by Victor Albertson who retired after 30 years of service at Burnham.

The son of John Frame left December 2 for two years of missionary work in Canada with the Church of Latter Day Saints.

James F. Frame and Elan Decon were married on November 27 at the LDS Church in Denver. They plan to make their home at Colorado Springs until he completes his service in the armed forces.

Store Dept.

By Bill Moeller

A welcome to Harold Veal to this department after being gone for some time.

Wilbur Ladd, after 35 years with the railroad, elected to take a disability retirement. Best wishes go with him for a long and happy future.

Pleased to report that Dolly Fagler has returned to work following a back injury. Hope she continues to recuperate.

A Merry Christmas and a Happy New Year to all Rio Grande employees from this department.

* * *

Patrolman: Lady, why didn't you tie a white handkerchief to your antenna instead of thumbing a ride when your car broke down?

Cute Chick: Don't be silly, I just wanted help, I didn't want to surrender.

Grand Junction

By Almeda Flint

Art Capps and wife from Denver made a special trip to Grand Junction to present Assistant Special Agent Dow Williams a beautiful new Olympic typewriter as an expression of good wishes from his many fellow employees. Dow retired on disability on October 1. He is already thinking of interesting things he can do to pass the time.

Jim McGinnis' daughter and baby have returned from Germany and will remain here until her husband is transferred to the States. Jim has living proof of just how special his granddaughter is.



CONGRATULATIONS to Mr. and Mrs. Jess Burrows who celebrated their 50th wedding anniversary on November 27 at the Holiday Inn at a party given by their three daughters. Jess is a retired welder helper.

Sorry to miss seeing the Carl Schuberts on their recent visit from Green Valley, Arizona. Johnnie Sprott and Gertrude Pratt both seemed very fit as they put his sister on the Zephyr for Denver. Many will remember her as "Sprottie" when she worked in the old superintendent's office. Johnnie mentioned that he had been on a trip to California, and "the family" bawled him out for driving 750 miles in a day—or was it more than that?

Mrs. Walter Sydenham is on a pre-holiday visit with her son and grandchildren on the Eastern slope. Hazel Dyke is back, at least briefly, from California where she had been caring for her sister. She again wants to thank everyone for the generous gift. Glad to report that Mrs. Flynn is able to be up and about; in fact, Jimmie is trying to talk her into a trip to Las Vegas, to see the shows, of course. It was nice to visit with retired conductor Beard again; hadn't seen him for ages. Larry Jones, retired engineer, was lucky to come out of an explosion in his trailer while on a hunting trip with only facial and hand burns. His trailer was damaged extensively as a result of the escaping furnace gas. The Tom McHughes are visiting their son in Nevada.

Jess Kruckenburg's motto is "Easy Does It" as he gradually gains strength on his return to engine service after many months of arthritic disability. Pleased to see him back. Jim Brockett worried about his toe surgery, but he got along fine and lost no time from the office. Surely hope Bill McClurg reaps huge benefits from his R & R — Rest and Relaxation.

Ernie Cesario, JN manager, vacationed at Las Vegas and said that, while he left a few shekels behind, the shows were outstanding. The Jim O'Neils of Thompson came out 'way ahead on their jaunt to the gambling city—lucky people! Ted Driggers, switchman, said they used their camper for a Gulf Coast trip from New Orleans all the way to Key West and talked about the delicious seafood dinners they had.



AN OPEN HOUSE is to be held on December 26 at the home of Mrs. John Schoening, 907 Texas Avenue, Grand Junction, in honor of her parents, Mr. and Mrs. Carl Forstrom, on their 50th wedding anniversary. They were married on January 3, 1922. Carl is a retired Rio Grande engineer.

Heartfelt sympathy to the B. C. Eatons and the F. A. Jeffers on the tragic loss of their young grandson and nephew.

Venice Gries is entertaining the wives of the dispatchers at the Christmas party this year, and, as usual, the dispatchers are invited. Venice and Eddie are having their children and families for the Holidays and after Christmas will leave on a tour which includes the Rose Parade. Glad to hear that Venice is "bubbling" around again.

Sorry to report that Pierce Nash, Utah engineer, has been hospitalized following a heart attack. Best wishes for a speedy recovery. For Harry Bergman's Phyllis, we wish a beautiful scar as a result of her facial surgery.

Lou Ficklin and Joe Mazza have tried to keep this reporter healthy with super-delicious apples from the North Fork Branch. G-o-o-o-d!

One of the highest orders of Masonry was bestowed on Arthur Hadden, carman, when he was elected for the 33°, Inspectors General Honorary of the 33° Degree of Ancient and Accepted Scottish Rite of Freemasonry, by the Supreme Council in Washington, D.C. Art is a pastmaster of Mesa Lodge No. 55 AF&AM at Grand Junction. He has been very active in the various lodge activities.

Charles K. Lopas, engineer, was elected for the honor of being a Knight Commander of the Court of Honor, by the Supreme Council at the same time, and was invested with the honor in Denver during November.

Carroll L. Bloom, switchman, while on active duty in the Air Force Reserves was fortunate in being assigned to White Sands, New Mexico. While there, he witnessed the firing of the IDS-6491 Rocket Sled, which in two seconds develops 30-G's (thirty times its own weight) and a speed of 1700 feet per second.

So terrific is the thrust that each rail is checked daily to insure proper alignment and level. The sled rides on a cushion of air between the rail and steel shoes, called slippers. So much heat is generated by the leading edge of the rail that it melts the steel shoes or slippers. The track's present length is seven miles.

Bloom's son, Jack, is assigned at Hallsman AFB, near White Sands, after a tour of duty in Germany, which made the assignment to active duty more pleasant. After he retires from the railroad, Carroll has been advised that he will be able to take the balance of his Reserve duty at White Sands.



CARROLL BLOOM is standing alongside a rocket loaded on a flatbed prior to being placed on the test track. Various nose cones are tested on the rocket.

Colorado Springs

By Jim Kennedy

Deepest sympathy is extended to the family of Glen Pearson, retired switch foreman, who passed away November 19. Glen retired in 1967 after 52 years' service with the Rio Grande.

Sorry to report that Al Thiebaud, retired baggageman, suffered a stroke on November 18. He is in Penrose Hospital and is doing as well as can be expected.

The freight office here has moved to their new location at 112 West Pikes Peak Avenue. Everyone will miss the old depot. Bill French worked hard setting up the new offices and their arrangement, and it has turned out to be one of the nicest freight offices to be seen.

Utah Division

By Fae Woodward

The daughter of Dan Monson, Marilyn, was married on October 7 in the Salt Lake Temple to Ronald J. Bolkinetz. They honeymooned in the Northwest and Canada.

Evelyn Drave, retired PBX Operator, and Sylvia House enjoyed a tour called the Trailway Autumn Tour. The 23-day trip took them to the Eastern part of the United States and Canada.

L. C. "Matty" Mathewson, retired dispatcher, had his Thanksgiving dinner at his youngest son's home.

Sorry to report the son of Ted Wanlass is in the hospital. All are hoping for a quick recovery.

Pin Clatter

By Chuck Graham

First place in the Men's Bowling League at Denver is the Back Shop captained by Wayne Sewell with 33 wins, 15 losses and holding a 780 team average. Lew Wurm heads the individual lead with a 180 average. Steve Minor is the most improved bowler with a 168 average, 16 pins over last year.

Al Fjeldsted bowled a 636 high scratch series, Les Stone had a 242 high game, Bob Linnett has a 702 high handicap series, and Wilbur Ladd has a 270 high handicap game.

Rio Grande

From the White House

Transportation

Richard Wise, who earned his college education while working summers as a section man on the Rio Grande, was named to a Federal Post in November. He was appointed Executive Assistant to Under Secretary of Labor L. H. Silberman. Wise, 33, is a son of the Bill Cranes, Rio Grande engineer.

Pleased to report Lee Roberts, supervisor of refrigeration, has returned to work following a bout with a cold. What does a refrigeration man do for a cold?

Communications

Congratulations to Jack Halfacre who was appointed All City Reporter by the Mayor of Sheridan, a suburb of Denver.

Personnel

Donald, son of Harmon Fortner, is a member of the Kadenzas, a choral group from Kennedy High School. The group sang traditional Christmas Carols during the "Christmas Walk" through Larimer Square on the Saturday after Thanksgiving. Various groups will take part in this activity during the Yuletide Season.

System Freight Agency

By Charles Cutforth

All wish a quick recovery to Tom Healy, son of Dottie Healey, who was seriously injured in a car accident.

Dave and Ethelmae Greear to Nebraska to spend a few days with daughter, Mary Jane, husband, Don, and the grandchildren.

Happy Birthday to Bill Benton who is 29 years and several months old.

System Freight Agency employees wish to extend "Season's Greetings" to the Rio Grande family and wish them all the best of everything for 1972.

Thought: Pure Gold and Good Character—There are no substitutes.

Engineering Dept.

By Jeanne Gustafson

This Department send wishes to all for a joyous Holiday Season and Merry Christmas.

Two of our members will be missed, Art Cudworth and Ben Durland, who have chosen this time to take their well-earned retirement.

Some of the office personnel taking their vacations are Russ Bunker, Chet Turner and Tommie Ruckman. Clarence Froid and wife, Martha, recently vacationed at Salt Lake City. Hank Hendrickson headed for the eastern plains to do some pheasant hunting, but somehow ended up playing pool. Frank Dunham was his willing "accomplice."

Leo Phelan and wife, Sharon, enjoyed a fun-filled educational and interesting vacation in Washington, D.C., New York and Annapolis. Art Morrell has recently taken up golf and is receiving lots of "advice" (?) and "sympathy" from his co-workers.

Mike Kenyon is looking less lonesome since he now has his family (wife, daughter and dog) moved over from Glenwood. They are temporarily settled in Littleton, waiting for their home to be built.

Sincere condolences to B. C. "Spud" Eaton and his family on the recent loss of his 9-year-old grandson at Grand Junction.

Happy to have Roy Combs back with us after his brief visit to the hospital.

Management Information

By Bessie Strange

Merry Christmas and Happy Holiday to all. May the New Year be a happy one.

Green Light

From The Top

By Irene Stevenson

One of the reasons there is such a smog problem in Denver is that cigar smoke has been pouring forth from the sixth floor windows. Everyone is smoking the cigars Bill Omeron has been handing out to announce a new baby girl, born November 24, Susanne Dawn. Jim Love became a grandfather when granddaughter, Christine, was born. Jim is bearing up well under the weight of his new name, Grandpa.

Most of us spent Thanksgiving at home, but the Ken Barrows family went to their mountain home at Dillon. The Jim Pamp family traveled to Wauneta, Nebraska, and the Gene Schmeckpeper family drove to Cheyenne Wells, Colorado.

The new Kennedy Center for the Performing Arts in Washington, D.C., was the focus of attention of the Max Ehrlichs when they were vacationing recently in the East. Besides attending functions there, they also visited friends and toured scenic spots.

Revenue Accounting

By Walter Brooks

Lou Cramer and Earl Grethel were visitors this past month. Both look hale and hearty. It is good to see them enjoying their retirement.

Clint Krieger spent his vacation resting around home. Of course he did exercise the TV knobs.

Pleased to have Curt Harris back with us after spending a few days in the hospital.

Dick Baumgard enjoyed his vacation this past month, and John Milne just rested during his vacation.

The plans for Jim and Ella Jamison's vacation were a flying trip to Albany, N. Y., taking in the Army-Navy game and visiting Boston and surrounding territory.

Welcome back to Rita Baca after her leave of absence. Pleased to have W. J. Warwick in this department after transferring from Freight Claims.

A Merry Christmas and a Happy, Prosperous, Healthy New Year to all.

Traffic

By Bob Hulstrom

Congratulations to Clyde and Joy Baldrige who had an addition to their family on November 11. Meghan Joy came to the Baldriges when she was two months old. She is now 14 months and has a brother, Darris, and a sister, Kendra, to keep her company. Clyde is Rio Grande's district representative at Milwaukee, Wisconsin.

NARBW Happenings

By Betty Tidball

The National Association of Railway Business Women held their Christmas meeting on December 14 at the Penthouse of the Lutheran Apartments. The penthouse was decorated for the Christmas Season. Dutch Afman of the "Mr. Steak" steakhouses was the speaker. A regular business meeting followed the speaker.

The NARBW wishes to extend Christmas good will to all *Green Light* readers and to remind them that guests are always welcome to attend the meetings.

* * *

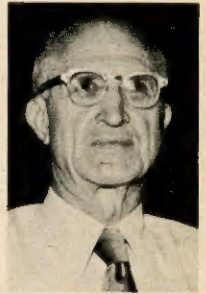
Mary: Don't you mean your date was a timber wolf rather than an Indian wolf?

Jane: I mean an Indian wolf. I learned right quick he was a Paw-knee.

Engineer of Structures Art Cudworth Retires

The Engineering Dept. was the scene of a retirement party, November 24, for Arthur G. Cudworth, engineer of structures.

Art is a native Coloradoan, born in Brush, attended grade and high school at Ft. Morgan and graduated from the University of Colorado with an Engineering Degree. He entered the service of the Rio Grande in 1936 as a bridge draftsman and resigned in 1937. He re-entered service in 1941 as a structural draftsman, promoted to asst. engineer of structures in 1945 and succeeded O. K. Peck as engineer of structures on May 1, 1956, a position he held until his retirement.



Art was one of the most methodical and most energetic officers ever employed by the Rio Grande. He was responsible for much development and modernization of bridges and structures on the railroad. He has served on AREA Committee 15 — Steel Structures, since 1951 and has been a member of the Management Committee of the Minturn and Helper YMCA for 15 years.

Art's wife, Jean, and two of his three children, Mrs. Nancy Railsback and Kenneth Cudworth, attended the party. Arthur Cudworth, Jr., the oldest son, resides in California. The Cudworths have nine grandchildren. Mrs. Cudworth was presented with a beautiful orchid corsage and Art was presented with complete golfing equipment.

Guests were served coffee and cake, which was decorated with track, bridge and tunnel.

Art and Jean are leaving soon for Sun City, Arizona, where they have a new home under construction.

Denver Vets

By Foyle Troxel

Attention: Election of officers for Vets Club No. 3 and Ladies Auxiliary will be held at the Dec. 16 meeting. Installation of new officers will be at the Jan. 20 meeting. This is something new, so, everyone plan to attend.

Many of the members have been traveling lately. Bernard and Cordell Koepke visited relatives in Kansas, Texas, Arkansas and their daughter in New Orleans. Louis and Ruth Heimlich attended the wedding of their granddaughter in Nebraska. Elizabeth Schlitt had a pleasant trip to Virginia. Lucy Guy spent Thanksgiving in Julesburg and will spend Christmas with her son and family at Hawthorne, Calif. Evelyn and Joe Witherwax attended the wedding of their son, Michael, at Waco, Texas in October.

Pete Ackermann's sister of Chicago visited here after which Pete took her to Nebraska.

Joe Witherwax has been under the weather lately. Louis Villano is recuperating rather slowly after his long stay in the hospital. Robert Repass is home after an 18-day stay in the hospital. He had surgery and is doing fine. Anna Duckworth has been suffering with arthritis for several weeks. Wish all a speedy recovery which includes Omah and John Swanson.

Asst. Signal Engineer Ben Durland Retires

By Bert Byars

The Chief Engineer's Office was the scene of its second retirement party within a week on December 2 when fellow employes and friends gathered to offer farewell wishes to Ben Durland who is retiring as assistant signal engineer.

Ben was born in Provo, Utah, and attended grade and high school at La Grande, Oregon. He attended Willamette University at Salem, Oregon, for two years before transferring to Oregon State University at Corvallis. He graduated in 1929 with an Electrical Engineering Degree.

Ben worked for the General Railway Signal Co. for several years before entering service with the Rio Grande on August 14, 1939, as assistant signal supervisor at Grand Junction. He became signal construction engineer at Denver in 1941, was transferred to Grand Junction as assistant signal inspector in 1942, became signal inspector at Denver in 1942, promoted to signal supervisor on the D&SL at Denver in 1945 and assistant signal engineer on February 1, 1947, a position he has held to this date.

Ben and his wife, Mary, have two daughters, Mrs. Barbara Holland and Mrs. Pat Szafanski, and five grandchildren, four boys and one girl.

He has been an active member of the Southwest Signalmen's Association for the past eight years and served on AAR Committees 4 and 12 for four years.

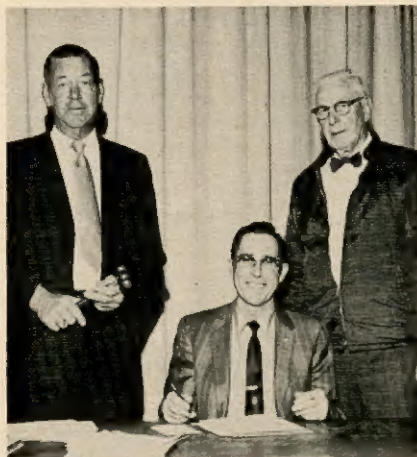
Ben expects to remain in Denver and mix some golf and bridge in with construction work in the basement.



West Slope Vets

By Bill Easley

The annual election meeting and turkey dinner was held on November 13 at Lincoln Park Auditorium. The complete turkey dinner was furnished by the club with members bringing a covered dish. The food was delectable, and everyone had an enjoyable time. There were about 225 in attendance.



OFFICERS ELECTED for the coming year were Francis Cook, president, left; John Schoening, vice president, not shown; Bill Easley, secretary-treasurer, seated; and Ray Headley, social secretary.

The following members will serve as the board of governors: Charles Lopas, Kenneth Graham, Bob Rose, Anello Arcieri, Walker

Johnston, Louie Petrafeso, Ray Myers, Mark Graham, Fred Carson and Clarence Cooper.

In line with Convention Action, September 1971, the By-Laws were amended to allow any employe of the Rio Grande Railroad who has ten (10) years of service to become a member of the club.

In an effort to gain the active participation of the younger employes, the local club will present a \$25.00 savings bond to the youngest qualified employe who purchases a membership card in this club for 1972.



OFFICERS AND MEMBERS of the Ladies Auxiliary are, from left, Gertrude Pratt, Mary Partridge, Velma Andrew, Doris Schultz, Norabell Easley, president, and Marge Lopas. Not shown in the photo are Katherine Wiggins, vice president, Susan Thomas, secretary, and Louise White, treasurer.

The annual Children's Christmas party will be held on December 20, 7:00 p.m., at the Grand Junction High School Auditorium. Santa Claus will have candy for all the children and gifts for those with winning tickets. Be sure to plan to attend.

RECENT APPOINTMENTS

R. F. Crane, Road Foreman of Equipment,
Colorado Division Grand Junction
H. P. Keele, Trainmaster-Road Foreman
of Equipment Salida

Last Call for Centennial Prints

The supply of large full-color prints of Otto Kuhler's Rio Grande Centennial paintings is running short, but copies remain available to Rio Grande employes.

Only 2,000 sets of the two prints, "Rio Grande No. 1" and "Mountain Master," were ordered, and there are no plans for additional copies.

Although comparable Kuhler prints ordinarily sell for \$7.50 and more, D&RGW employes still may have the two Centennial prints for \$2.50. For non-employes, the cost is \$4.50 for the pair, postpaid anywhere in the United States.

Send or bring the coupon, with remittance, to Editor, *Green Light*, Rio Grande Building, or, P. O. Box 5482, Denver, Colorado 80217.

Check in the amount of \$_____ is enclosed. Please send two Centennial prints to:

Name _____

Address _____

City _____ State _____ Zip _____

Rio Grande



RIO GRANDE'S district representatives, Eastern Region, met at the home of J. T. Quinn, district manager, for a cookout as well as cooking up some business at an informal get-together. From left to right are, front row: Ray Rolek, New York, Bob Port, Sacramento, Charlie Dobol, New York, Joe Martin, San Francisco, Bob Schneider, Washington; back row: Larry Barenberg, New York, Dave Atkins, Washington, Bill Mullins, Philadelphia, Joe Melanson, New York, Phil Nepper, New York, Jim Lynch, Philadelphia, Jack Springer, Pittsburgh, Bill Boettinheimer, New York, Jack Key, Denver, and D. Fowler, New York.

Provo Vets

By Bob Wright

The Vets potluck dinner was held November 12 with approximately 40 in attendance. All enjoyed a very fine turkey dinner with all the trimmings and a fine game of Whisk. Winners in the ladies' division were Verda Mordue, Mae Howser and Freida Stupik, in that order. Ed Hutton, Leo Conk and Paul Thigpen were winners in the men's division.

Happy to report that Fred Simmons has been released from the Utah Valley Hospital after a long stay as a result of a bout with an automobile, with Fred being the loser. Am sure Hazel, with her fine cooking, will have Fred in good shape for the Christmas Party. They both have been missed.

Sorry to report Bob Brown, agent at Geneva, is in the Utah Valley Hospital, but he is on the mend. All the members of the club wish Bob and Fred a speedy recovery.

Don't forget the Christmas Party is scheduled for December 17 at the Provo Utility Building, 2nd West 800 North, at 6:30 p.m. Everyone is invited.

Salt Lake Vets

By Fred Krauth

The annual Thanksgiving party for the Salt Lake Vets was held on November 19. It was a great success with 79 in attendance. Ralph Nuzman and Leonard Jensen were in charge. The food was exceptional and the wives of the officers took over the kitchen duties. All deserve a lot of credit for making the party a success.

The Christmas party will be the next event. This year it will be for adults. There will be a potluck dinner and a program followed by dancing. There will be door prizes. It will be necessary to make reservations for this party, so, see any of the Vet's officers. Bring your own dishes and silverware.

The Christmas party will be held at the Senior Citizens Bldg., 237 S. 10th East, at 6:30 p.m. on December 29.

Happy Birthday was sung at the Thanksgiving party for three of our members, Amy Mower, her 75th; O. P. Tillery, his 84th; and Ida Crawford. Best wishes to all.

Season's Greetings and a very happy, healthy and successful New Year are extended to all Rio Grande employees and retirees of the system.

Retirement Banquets

Retirement Banquets will be held for employees who retired during 1971 at the following locations:

Grand Junction Saturday, Jan. 22
Club Caravan — 7:00 p.m.
Pueblo Tuesday, Jan. 25
Minnequa Club — 6:30 p.m.
Alamosa Wednesday, Jan. 26
Elks Club — 6:30 p.m.
Salida Thursday, Jan. 27
Elks Club — 6:30 p.m.
Salt Lake City Saturday, Jan. 29
Prudential Plaza — 6:30 p.m.
Denver Monday, Jan. 31
Cosmopolitan Hotel — 6:30 p.m.

The Grande People

By Ann Eckberg

Retirements

(Years of service is shown)

Albertson, Victor R., Denver, Machinist Helper, 30, Oct. 1.
Angelopoulos, Tom A., Denver, Mech. Laborer, 18, Oct. 29, 1969.
Brukner, Adolph C., Denver, Fireman, 34, Sept. 1.
Clare, Edward V., Salida, Loco. Engineer, 48, Aug. 30.
Connelly, Dennis, Pueblo, Switchman, 35, Sept. 8.
Cowburn, Donald P., Salt Lake City, Carman, 34, Dec. 20, 1970.
Flynn, James J., Grand Junction, Loco. Engineer, 51, Sept. 6.
Garcia, Maximino, Denver, Store Helper, 35, Sept. 1.
Greene, Clarence A., Grand Junction, Truck Driver, 33, Jan. 1.
Haycock, Richard E., Helper, Machinist, 45, Sept. 20.
Heister, Lee W., Salida, Cashier, 32, Sept. 13, 1970.
Jessen, John H., Denver, Painter, 39, Oct. 1.
Kirkbride, William E., Denver, Steno-Clerk, 21, Sept. 1.
Long, Clyde E., Denver, Loco. Engineer, 26, Sept. 15.
Lucero, Jose F., Pueblo, Sect. Laborer, 33, May 11, 1970.
McNamara, Martha C., Salt Lake City, Clerk, 29, July 10.
Medina, Abel J., Salt Lake City, Sect. Laborer, 28, Sept. 1.
Parry, Milton H., Salt Lake City, Carman, 45, Oct. 1.
Pisarczyk, Walter A., Pueblo, Conductor, 28, Aug. 29.
Power, Ben A., Grand Junction, Conductor, 34, Sept. 1.
Prescott, William G., Denver, Corporate Secretary, 41, Oct. 1.
Sandoval, Amado, Denver, B&B Carpenter, 35, Sept. 11.
Thomas, Vernon R., Salt Lake City, Loco. Engineer, 30, Aug. 24.
Wheat, Clair J., Littleton, Agent, 35, Oct. 1.
Wright, Warren R., Grand Junction, Conductor, 45, Sept. 24.
Zamora, Avencio, Grand Junction, Sect. Foreman, 19, Aug. 9, 1970.

Losses

(Age and date of death shown)

Ancell, William R., Denver, Sect. Foreman, 66, Nov. 6.
Arguello, Ray, Alamosa, Truck, 84, Nov. 23.
Arnold, Ben C., Denver, Janitor, 85, Oct. 31.
Benson, John W., Pueblo, Loco. Engineer, 71, Nov. 25.
Cesario, Frank C., Pueblo, B&B Carpenter, 62, Nov. 12.
Dixon, James E., Kansas City, Telegrapher, 78, Oct. 1971.
Garcia, Charles, Denver, Sect. Foreman, 62, Oct. 25.
Hoops, Claude, Pueblo, Stowman, 70, Oct. 18.
Izett, Douglas J., Denver, Livestock Agent, 73, Nov. 6.
Jones, James F., Grand Junction, Asst. Chief Dispatcher, 88, Oct. 21.
Lynch, William F., Alamosa, Switchman, 78, Sept. 7.
Manzanares, Felix, Pueblo, Crane Operator, 67, Nov. 8.
Martinez, Matt A., Cortez, Hostler Helper, 80, Sept. 1971.
McBee, Elmer L., Phoenix, Ariz., Clerk, 86, Sept. 1971.
Melchi, Melvin D., Canon City, Engine Dispatcher, 75, Sept. 1971.
Mendicelli, Eugene, Grand Junction, Mech. Laborer, 87, Oct. 28.
Nickerson, George, Montrose, Conductor, 83, Oct. 1971.
Proctor, Samuel C., Bountiful, Pipefitter, 87, Aug. 27.
Prusen, Alexander, Sunnysvale, Calif., Yardmaster, 73, Oct. 1971.
Shepard, Joseph R., Salt Lake City, Coach Cleaner, 77, Oct. 3.
Shepard, Vernon L., Pueblo, Switchman, 49, Nov. 23.
Simpson, James G., Denver, General Frt. Traffic Mgr., 72, Nov. 8.
Tabeling, Cecil, Alamosa, Conductor, 83, Nov. 21.
White, Arthur E., Salt Lake City, Sheet Metal Worker, 80, Oct. 1971.

Suggestions

Suggestions received for review and discussion:

20594	31126	31158
20702	31141	

The following suggestion was received and for various reasons not adopted:

19385

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office.

17108

Last month's winner was W. D. Vaughan, Retarder Operator, Grand Junction.



Merry Christmas

We wish for you the best gift, the "safety spirit," to help protect and keep you in the days to come.



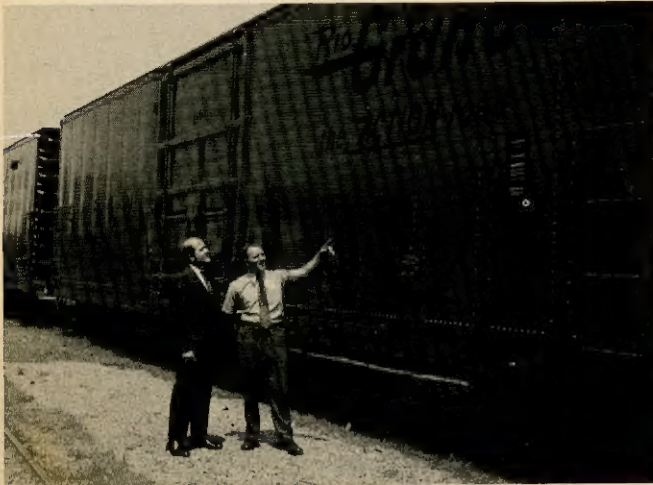
Over 9-Million Equipment Program for 1972 Is Announced

The Rio Grande has placed orders with car builders for 413 freight cars in its 1972 equipment program representing capital expenditures in excess of nine million dollars.

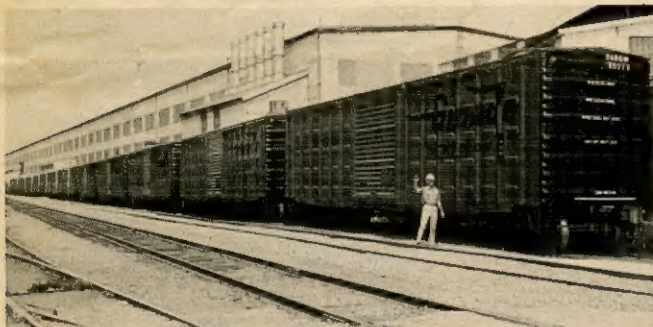
The program includes 300 insulated box cars for canned goods, wine, liquor and other products sensitive to

extremes in temperature; 10 airslide covered hopper cars to be used for sugar and flour shipments; 100 open top hopper cars for coal traffic; and three 89-foot Vert-A-Pac cars for the shipment of the Chevrolet Vega automobiles.

Vert-A-Pac unloading is planned for Denver and Salt Lake City in the near future.



EQUIPPED WITH PNEUMATIC DEVICES, 50 cars with movable bulkheads are being placed in service. Bob Schneider, Rio Grande district manager, Washington, D. C., left, and R. F. Reubush, asst. Mech. Engineer, FGE, examine one of the cars before being put in service.



250 D F CARS of the type shown will go into service in the months to come. The cars will be used in general merchandise traffic.



RIO GRANDE has ordered 15 Verta-Pak cars like the one above for use in transporting the Chevy Vega, General Motors compact automobile. Each car will hold 30 Vegas.



TO PREVENT DAMAGE from vandalism, metal side panels are being installed on rack cars used in the movement of automobiles from assembly plants to destination.

R G Men Are Honored

Two Rio Grande men were recently honored with "Man of the Year" awards.

The Traffic Club of Memphis named Willis R. Marshall, district representative at Memphis, as Man of the Year in that city and also presented him with an appropriate plaque. Will was also presented a "key to the City" by Memphis Mayor Henry Loeb.

At the December meeting of the Delta Nu Alpha Transportation Fraternity at Denver, Winston Hollard, pricing analyst, was presented the Transportation Man of the Year award. Winston is licensed as a practitioner before the Interstate Commerce Commission and the Federal Maritime Commission.

How Old Is a Veteran?

By William E. Easley
President, System Veterans' Clubs

Some Vietnam veterans are only 21 years old, and we all know the word "Veteran" truly implies *experience* and *service*.

The Rio Grande Veterans' Clubs feel that any Rio Grande employee with ten or more years of service should want to be a Vets' Club member.

In 1972 a concentrated effort is being made to sign-up all "Veterans" including younger employees who are eligible for membership.

Qualified employees are encouraged to purchase their 1972 membership cards early. The cost is only \$1.00 per year. **The Vets' Clubs Want You!**



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